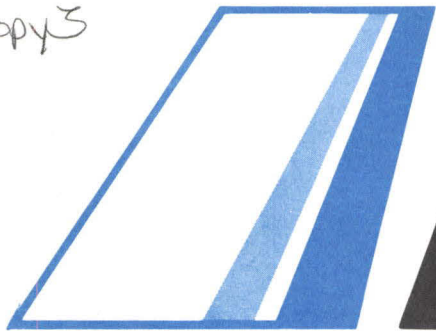


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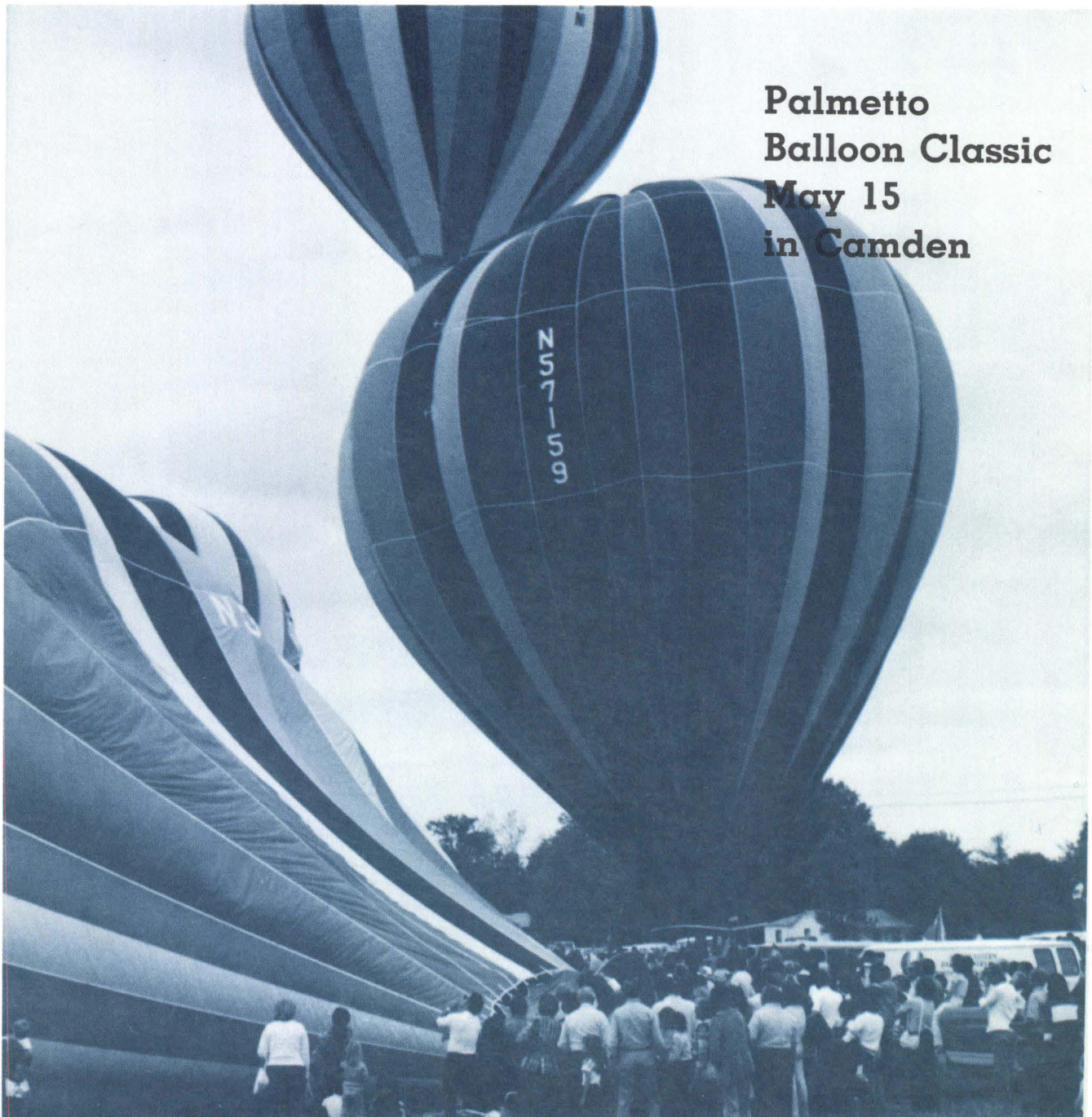


# Palmetto AVIATION

VOLUME 34, NUMBER 5

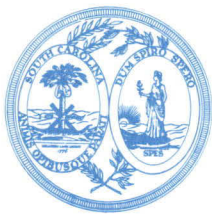
Published by the South Carolina Aeronautics Commission

MAY 1982



Palmetto  
Balloon Classic  
May 15  
in Camden





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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# Conway show features aerobatics, fish fry

On Saturday, May 15th at 10:00 A.M., North American Institute of Aviation and the Omar Shriners (Chef Division) proudly present "Airshow 82" at the Conway-Horry County Airport. NAIA and the Shriners intend to make this years show bigger and better than ever before with some of the best flying you'll ever see and best food you'll ever eat with an "Event Fish Fry" heading the menu.

Featured performers this year are led by Mr. Bob Russell, from Columbia, dean of South Carolina's Aerobatic Pilots. Seeing a highly modified Dehavilland "Super Chipmunk" powered by a 295 Horsepower Engine with Bob at the controls means you'll see low level aerobatics flown to razor sharp precision. Bob's highly polished and professional flying techniques come from thousands of flight hours and years of training and self discipline which began while he was still a student at Clemson University in the early 50's.

Mr. Kim Pearson from Sumter will be stretching his wings with us for the first time this year as a highlighter. This young featured performer will be turning his Pitts S2-A Biplane inside out in a dazzling array of back to back aerobatic maneuvers guaranteed to keep your gaze skyward.

Last, but far from least, Col. Bobby Jonte of the Confederate Air Force, returns to demonstrate to an expected crowd of over 4,000 the ins and outs of crop dusting in his Piper Pawnee. As usual we expect Bobby, who hails from Manning, and is a thoroughly accomplished aerobatic pilot, to have a few surprises for us.

Col. Larry Barton, Commander of the 354th Tactical Fighter Wing at Myrtle Beach Air Force Base, has once again consented to seek Air Force approval for the participation of A-10's in the days featured events. Their appearance last year was a real show stopper and we look forward to their return.

The South Carolina Army National Guard and U.S. Army Area Recruiting Headquarters are arranging

for Helicopters and military parachute demonstration teams. These professionals always steal the hearts and imagination of the spectators.

Mr. Tom Bales of Carolina Sailplanes will be back to demonstrate the serenity and precision of powerless flight and will be joined, this year, by Mr. Jerry Austin who will fly his "Ultra-Light" the latest in back-to-basics aircraft.

Joining us once again as show announcer will be Mr. Hugh Oldham from Anderson. This fine professional will keep you spellbound with his running commentary on the shows events and as a pilot himself will explain the fine points of every aerobatic maneuver and each aircraft being flown.

Mr. Wayne Weible and others will again terminate their 16 mile run from Myrtle Beach at the airshow in their annual effort to raise money for the Heart Fund. Last year each participating runner must have had a \$500.00 pledge to even qualify for this grueling challenge. ➔

## Breakfast Club



The S.C. Breakfast Club will meet at the following airports for breakfast beginning at 10 a.m.

- May 16** John's Island
- May 30** Hogan's Field (across U.S. 76 from McEntire ANG base)
- June 13** Sumter
- June 20** Clemson—special meeting. (All day program for father's day)
- June 27** House Movers field (south of Batesburg on sectional chart).
- July 4** Camden—special meeting celebrating independence day



# Palmetto Balloon Classic

Hot-air balloons will fill the skies over Camden, South Carolina on May 15, 1982 as the Second Annual Palmetto Balloon Classic gets underway. The annual balloon festival will be held this year at Camden's famed Springdale Course, home of the Carolina Cup steeplechase.

The initial Palmetto Balloon Classic was awarded top honors at the recent Governor's Conference on Tourism and Travel as the Best Privately Financed Tourism Attraction in South Carolina for 1981.

The Classic will bring hot-air balloonists to Camden for the annual "Hare and Hound" race, the Mass Ascension, and all the fun and games of Classic Day. Balloonists already registered for the Palmetto Balloon Classic include aeronauts from as far away as Florida, Kentucky, Missouri, Missouri and Colorado.

The Classic Day begins early on Saturday, May 15, 1982, as the hot-air balloons rise with the sun for the annual "Hare and Hound" balloon race. The

"Calhoun Balloon" of promoter Ashley Calhoun will inflate and leave as the race's "hare" approximately five minutes before the rest of the balloonists, or "hounds". The winner of the accuracy race is the balloonist who maneuvers his balloon closest to the landing site of Calhoun.

Thousands of dollars awaits the best balloonists as official prize money.

The Mass Ascension of the hot-air balloons, termed one of the most "breathtaking sights in the South" will be held Saturday afternoon. Other attractions on Classic Day include skydivers, antique airplanes, musical groups, including a bluegrass band, plenty of food, and the old time Country Fair. Additionally, the annual Arts and Crafts show and sale adds to the days festivities.

The Palmetto Balloon Classic's promoter is Ashley Calhoun of Carolina Balloon Promotions of Columbia. The sponsor for the event is the Greater Kershaw County Chamber of Commerce.



## EVENTS

- Hare and Hound Race, early morning
- Mass ascension of all balloons, late afternoon
- bluegrass band
- arts and crafts fair
- parachuting exhibition
- shag contest
- antique airplanes
- hot dogs, box lunches, refreshments
- novelties, badges, balloons
- county fair



Ashley Calhoun is one aeronaut that's pumped up about the upcoming Palmetto Balloon Classic. Calhoun will be the "hare" in the hare and hound race at this year's classic. "Last year's was nice."

There were about 19 balloons participating, I think. But we're hoping for 30 to 50 this year," he said.

This year the classic will be held at the Springdale race course. "It was at Historic Camden last year. That was not a bad place, but it was a little crowded," he said.

Calhoun says there will be a full day of events, from concessions to crafts to parachuting exhibitions. He says that one of the side effects of moving the fun to the race track will hopefully be the idea that — like the steeplechase races — the balloon rally is an all-day tailgate picnic affair.

And if he gets half of the tentative commitments already received it will certainly last an entire afternoon.

"We've had inquiries from Minnesota, Texas, Florida and Kentucky, among other places," he said. "We hope to get Gilley's balloon, the one that advertises Gilley's bar in Houston."

Calhoun has been spreading the word during the last few weeks at various events around the state.

Among the promotions at the classic will be advertising sponsorships where a local business can sponsor a balloon in the race. "For a fee, the business will get its banner on the balloon, sort of like NASCAR sponsorships," he explained. ➤



# Jammed shock absorber is blamed in Thunderbirds fatal crash

The chain reaction crash which killed four Air Force Thunderbirds in January has been blamed on a jammed shock absorber, according to Air Force investigators.

Gen. W.L. Creech, commander of the Tactical Air Command, said the problem in the lead plane was not apparent to the pilot, Maj. Norman Lowry, until he tried to pull from the backwards loop.

The other three pilots, flying in close formation and keying on Lowry's aircraft did not realize what was happening until too late and followed Lowry's plane into the ground, the general said.

The accident occurred Jan. 18 as the precision flight team, flying T-38 Talon jets, practiced at Indian Springs auxiliary airfield, 40 miles from Nellis Air Force Base near Las Vegas, Nev.

"The leader in no way contributed to this accident," Creech said.

Lowry had 3,326 flight hours and 265 combat missions, as well as 97 aerobatics sorties with the Thunder-



birds, including 513 loops.

The front half of the loop was perfect, Creech said, but on the back side Lowry could not move his horizontal stabilizers to the proper angle because the stabilizers' load relief cylinder — basically a shock absorber — was jammed.

Lowry had both hands on the control stick on impact, apparently trying to move the stabilizers, Creech said. A pilot normally has one hand on the throttle, where the radio button is, also indicating that Lowry lacked time to warn the other pilots, the general said.

With the investigation complete, the Air Force will fill the vacancies left by the four deaths. The team will also switch to F-16 fighters and will be ready to deploy with a regular squadron in case of war, Creech said.

There will be no Thunderbird performances through mid-August or later, Creech said. "We hope to be back up at the end of the year," he said.

A videotape of the accident showed that the horizontal stabilizers moved only from 4.3 degrees to 7 degrees, when a loop recovery normally would have them positioned at 17 degrees.

Also, the relief cylinder on Lowry's plane indicated tension — from his pull against the jammed mechanism — while the cylinders on the other planes did not.

The investigators think that whatever jammed the cylinder could have been jarred loose and migrated during moments of weightlessness at the very top of the loop, Creech said.



## 'See and avoid' even more important now

BY

Captain Mike Ryder

Does August 3, 1981 ring a bell? That is when PATCO went on strike causing an abrupt halt to the flow of air traffic throughout the United States resulting in a restructuring of the FAA Air Traffic Control System. A lot of changes have occurred since then that effect everyday flight operations for both civilian and military aircraft. A General Aviation Reservation (GAR) system was developed, more emphasis was placed on the use of VFR flight, and military controllers were deployed throughout the United States to assist the FAA. The development of the GAR system and the increased emphasis on VFR flight have greatly increased the number of

1200 transponder codes on the radar scopes throughout the United States. South Carolina is no different, the number of VFR flights in the state have increased appreciably. The approach of summer and good flying weather will further increase the number of VFR flights in South Carolina. Keeping this in mind, the "See and Avoid" concept as outlined in FAR Part 91.67 becomes very important and must be applied to assure safe flow of air traffic.

There are a lot of things the VFR pilot can do to help guarantee a safe flight from point A to point B. First of all, any pilot should thoroughly review the sectional aeronautical charts prior

to flight to become familiar with all airports and control zones they may be flying over. Additionally, take a long look at the military bases that conduct extensive jet training daily. Aircraft from these bases use the various military operating areas (MOAs), restricted areas, and low level training routes throughout the state. It is most imperative that a pilot on a VFR flight, not under the control of an approach control facility, be aware of the possible conflicts with low flying, high speed, camouflaged, jet aircraft!

After a pilot has completed his flight planning and takes off, flight safety

*continued on page 7*



# In Search of Buried Treasure

Greenland. The world's largest island, almost completely covered with a permanent ice cap. A barren land of icebergs, jagged mountains and often fierce winds. Not exactly one's idea of Treasure Island.

But to an adventurous Atlanta FBO and three friends, this icy land is just that — a treasure island. Because in southeastern Greenland, buried under 40 years of snow and ice, are six rare World War II P-38 fighter planes. They hope to recover them this summer after more than a year's effort.

The fearless foursome includes Pat Epps, president of Epps Air Service. Other members are pilots Russ Rajani and Roy Degan, partners in a company which searches for vintage planes around the world and restores them to usable condition, and Richard Taylor, an Atlanta architect.

Epps Air Service, operates out of DeKalb Peachtree Airport, Georgia's second busiest. The FBO has the largest flight training operation in Georgia, although its primary business is maintaining and servicing transient corporate aircraft and 200 aircraft based on the field. *Professional Pilot* magazine's readers ranked the FBO as one of the country's top 20 for 1981.

Pat Epps said he became interested in the Greenland expedition. "About four years ago, Russ came to see me and said there were six P-38 fighter planes in Greenland and asked if I were interested in recovering them. I said, 'No, not really.' Then in the spring of 1981, I was talking to a customer who had just bought a new Lear jet. I was telling him how much I admired his plane and he said, 'Yeah, but I've always wanted a P-38.' And, ding! A little bell went off in my head."

The planes they hope to recover were part of a U.S. Air Force flight

bound for Europe in 1942. The planes, after receiving false directions from a German U-boat, got lost in bad weather. They were forced to land on Greenland's ice cap when the fighters ran low on fuel. The pilots were rescued, but the P-38s were left behind.

Nearly 10,000 P-38s were manufactured by Lockheed during World War II, but today only five are still flying. They are worth hundreds of thousands of dollars each.

The fighters, all "low-time" planes, may be buried under more than 20 feet of snow, geologists estimate. According to photos, the aircraft suffered little, if any, structural damage during their landing. Experts believe the planes have been preserved by the frigid Arctic temperatures.

After talking to several pilots of the 1942 mission and sifting through mounds of Air Force and Coast Guard records, Russ Rajani determined the downed planes' coordinates. All are within three miles of each other.

Verifying these coordinates was the purpose of the group's first trip to Greenland in July, 1981.

"We also wanted to talk to the people, stay on the ice cap, see how cold it was and try to predict any future problems," continues Richard Taylor.

And judging from the men's animated discussion, the four-day, three-night trip was the experience they were looking for.

"What a fantastic place!" exclaims Rajani. "No noise at all. You can talk to someone a mile away."

As the words tumble out, they excitedly tell about leaning over crevasses to take pictures, digging a hole for their dining room, or "conversation pit," and their spacious living quarters — a four-man tent!

But the best part of the trip, they all agree, was comparing 1942 and 1981 landscape photos to verify the general location of the aircraft. "We know now that we're looking in the right area," says Epps.

A second expedition was attempted in October to find out how much snow buried each plane. But because of violent weather in Greenland, the trip was aborted.

But the men say they've learned a lot from their visit to Greenland. "We've learned that you don't go against the grain when it comes to weather," says Epps. "And if you need a nail," adds Rajani, "You better be sure you bring one. It's not like just going down the road to get it."

This story doesn't have an ending — yet. The group plans to return to Greenland this July to dig out the planes, fly at least four of them home to Atlanta, and load the others onto barges. They're currently looking for investors to help defray some of the costs. But the enthusiasm still flies high among the men. As Richard Taylor says, "We expect there's a chance of doing all of this and paying for it with the sale of the airplanes." ➔

## Seaplane meet set for June in New York

The Seaplane Association is co-sponsoring a June meet at Speculator, New York to include contests, seminars, flight reviews and special speakers.

The weekend event, June 11, 12, and 13, at nearby Camp of the Woods, will include a manufacturers' display area, an aerial rescue contest, spot landing competition, presentations on seaplane home-builts and other events.

Oscar Bakke, former FAA official, will present a feature on fail-safe design.

Transportation to Camp of the Woods from Piseco Airport will be furnished for landplane pilots. Seaplane parking and ramp space are adjacent to the park. An FAA weather briefer will be on-site.

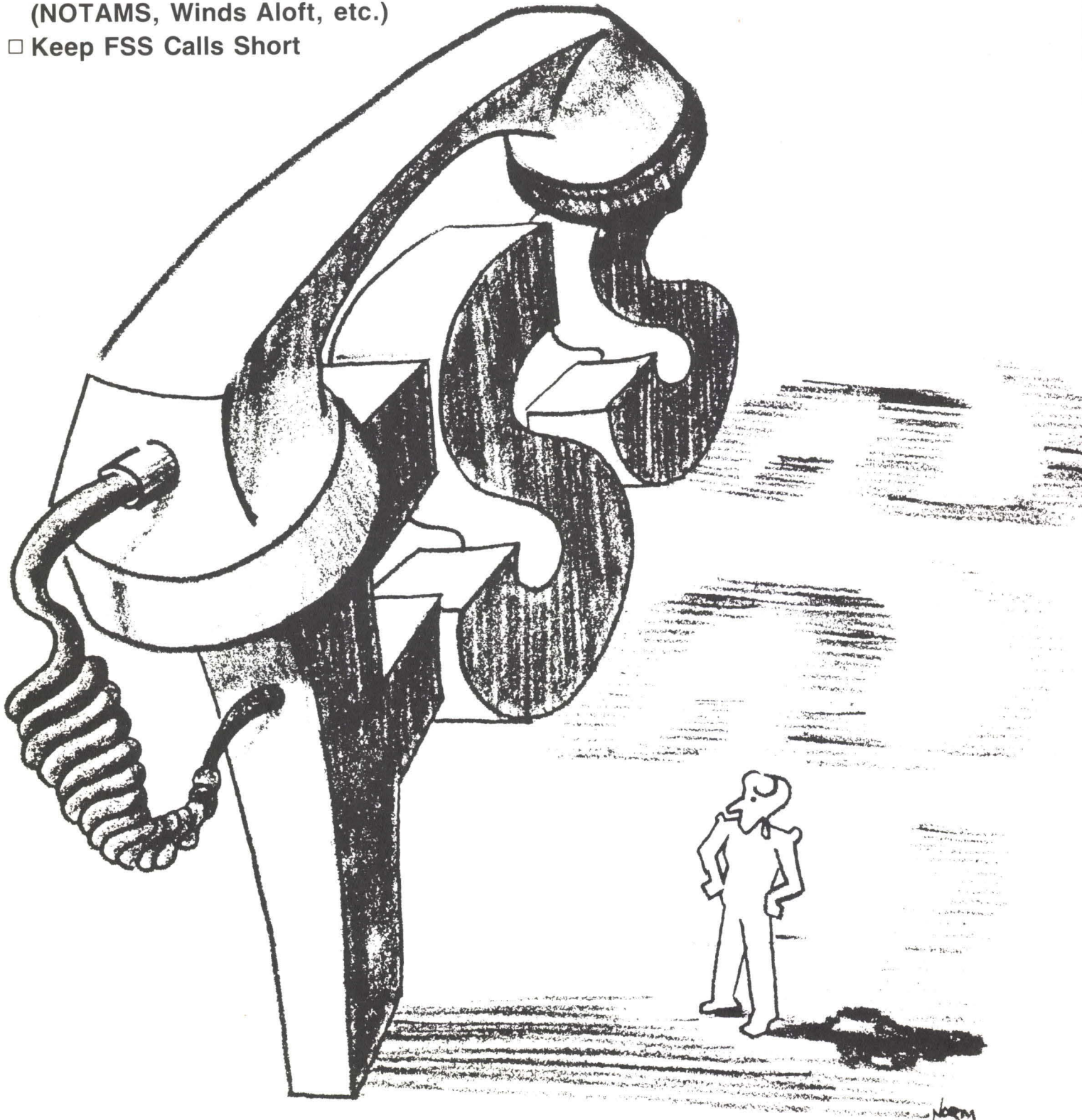
Further information is available from the Chamber of Commerce, Speculator, at telephone (518) 548-4521.

Other sponsors include the Chamber of Commerce, Seaplane Operators of Northern New York, the Seaplane and Float Manufacturers' Association, the Ninety-Nines and the Albany General Aviation District Office. ➔



# Can't Reach FSS?

- ☐ When the FSS Phone is Busy, use an 800 Number to Call Another in the Area
- ☐ Before Calling FSS, Have Your Proposed Route in Hand
- ☐ Plan for Lower Altitudes, Off-Peak Hour Departures and Avoid Busy ARTC Centers
- ☐ List Data Needed Before Calling (NOTAMS, Winds Aloft, etc.)
- ☐ Keep FSS Calls Short





# AOPA to form division for ultralight members

The Aircraft Owners and Pilots Association is forming an Ultralight Division and will integrate this growing segment of flying into its membership.

AOPA President John L. Baker said the association is responding to an approach from the ultralight community.

"Whatever a person flies," Baker said, "there is a need for information and understanding of all other aviation activities." He added that AOPA already has the broadest spectrum of membership of any aviation association.

The AOPA Air Safety Foundation now is conducting a feasibility study into issuing ultralight pilot certificates and establishing a central registry for the vehicles. Dissemination of safety information, standardized training and product reporting are also being studied.

Baker said that members of the ultralight community who have been active in the United States Hang Glider Association approached AOPA

about representing their interests. "We believe there is a commonality of interests and a need for closer communications."

He said the association is now developing the full program for the Ultralight Division. "Although there will be some unique needs of these pilots, most can be served through the regular structure of the association."

It will be several weeks, he said, before the full extent of activities of the Ultralight Division will be finalized. "We can say this, the ultralight pilot will not feel like an outsider at AOPA and the FAA certificated pilot will have a better understanding of this rapidly-growing community and will gain from the added support of these new members toward solving common problems."

AOPA currently has a membership exceeding 260,000. Baker said the association has no firm estimates now as to the number of ultralight pilots AOPA expects to enroll. ➔

## More than \$2.4 million raised for EAA aviation center

Wisconsin Governor Lee Dreyfus recently told 60 corporate, media, and community leaders that the EAA Aviation Foundation's \$10 million endowment for a new aviation center in Oshkosh deserves national support.

In an address at the Milwaukee Athletic Club, Dreyfus told the State Campaign Executive Committee that the Experimental Aircraft Association and the EAA Aviation Foundation were part of the "cutting edge" for which the state was renowned in fields of endeavor such as industry, labor, management and education.

Dreyfus said what EAA does is important and exciting to Wisconsin.

"It ought to be preserved, ought to be expanded and ought to be kept here because this is the place where many of the experiments in terms of exciting new ideas are generated for this whole country," said Dreyfus.

When completed in 1983, the new aviation center will be the interna-

tional focal point will be the international focal point for aviation and home to the largest non-governmental supported aviation collection in the world.

Foundation president, Tom Poberezny, said \$2.4 million already had been received and pledged since fund-raising efforts began in August.

The national campaign is being headed by Senator Barry Goldwater (R-AZ).

Included on the 24-member steering committee are golfer Arnold Palmer, race car driver Johnny Rutherford, and John W. Joanis, chairman of Sentry Life Insurance Company.

The EAA and EAA Aviation Foundation's co-sponsored Annual Fly-In Convention in Oshkosh is scheduled for July 31-Aug. 7. More than 500,000 people are expected at the world's largest aviation event. ➔

## Low level exercise set week of May 10

The 354th Tactical Fighter Wing (TFW), Myrtle Beach AFB will conduct the second of its programmed series of low level training exercises the week of May 10th.

General aviation pilots are again asked to be extra vigilant when operating in the eastern portions of the state. Pilots should be extremely cautious in the vicinity of the Gamecock C Military Operating Area (MOA). A-10 Thunderbolt II flight activity in this area will be heavy from sunrise to sunset.

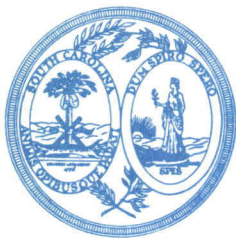
Pilots using Andrews or Hemingway-Stuckey Airports should contact Myrtle Beach Approach Control on 119.2 for traffic advisories. This important radio call will provide you with traffic information on military flights in your area, and, it will alert the military pilots to your presence.

Other areas of heavy A-10 activity will include the Gamecock I MOA and the restricted area R-6002 south of Shaw AFB. The majority of A-10 activity will be 1500 feet AGL and below. Other aircraft participating in the exercise include O-2 Sky masters, A-7 and F-4 jet fighters and HH-2 and UH-1 helicopters. ➔

**'See and avoid'** . . . continued from page 4  
may be further enhanced by requesting stage services from the various air traffic control facilities. However, keep in mind that stage services will be provided "only when traffic loads permit". Unfortunately the PATCO controller strike affected all FAA facilities in South Carolina; additionally, most military ATC facilities have deployed controllers to bolster the FAA. The resulting limited manning at some facilities has reduced the availability of stage services.

Because of the lingering effects of the PATCO controllers strike, there will undoubtedly be an increase of uncontrolled aircraft in the skies this summer. If it is to be a safe summer it is imperative that all pilots make that extra effort in flight planning and in flight to avoid situations of potential conflict with other aircraft. ➔





## **SOUTH CAROLINA AERONAUTICS COMMISSION**

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# **Commission concerned over efforts to eliminate airport grass cutting**

The South Carolina Aeronautics Commission expressed concern recently over efforts by the General Assembly to stop the cutting of grass at airports around the state.

Commission chairman Joe Wilder said a proviso had been inserted into the 1982-83 appropriations bill that would eliminate the grass cutting services by the state. In the past, state Aeronautics Commission personnel have cut grass at 44 airports. The grass cutting is a high priority safety item since it eliminates bird nesting sites near airports.

Wilder said he felt the proviso had been inserted in the money bill because of a "misunderstanding." He said efforts will be made to have the proviso removed when the bill comes up for debate in the Senate.

Wilder said there is sentiment among lawmakers that the state not be in the airport grass cutting business. However, he said, most counties in the state don't have the equipment to cut the tall, tough grasses and he expressed the hope that, if the legislature insisted on eliminating the grass cutting, that they at least give enough time for

the local governments to develop the capability themselves.

The grass cutting discussion surfaced during the April meeting of the Commission in Columbia. Commission director John W. Hamilton noted that the agency had been trying to get new, hydraulically powered mowers for more than two years. The cutters presently used by the Commission are belt driven models designed in 1935. Money which was to be used to buy new mowers has been frozen by the state bond committee until conditions stabilize in the bond market.

Hamilton also expressed the hope that if the legislature reinstated the grass cutting service, it would make available enough money to cut grass at every airport in the state.

"We would like to provide the same service for everyone," he said.

In other business at the meeting, Gordon Barrington, public affairs manager for Delta Airlines spoke to the Commission. He noted that recent advertising by commuter airlines had criticised Delta's famous "Atlanta connection." But,

he said, Columbians were fortunate to have a major hub so close. As a result, they have a wider choice of service and times to choose from than people who don't have a major hub nearby.

Barrington said Columbia could become a commuter hub, but cautioned the Commission that the route structure must be set up carefully. He said Commuters should feed the truck carriers, not compete with them.

In other action, the Commission received as information a letter from the FAA concerning the Spartanburg Tower. The FAA temporarily closed the tower last year and was trying to close it permanently.

The FAA apparently received comments from citizens opposing the closing because the agency said, "We have elected to delay any further action on the proposal to permanently decommission Spartanburg tower. . ."

However, the letter went on to say the FAA would reassess the situation later this year and make a decision on the tower's future then.

